

32–620 Removal and installation of pressure reservoir

Tightening torques	Nm
Hex. screws for attaching pressure reservoir	20
Thread connection on pressure reservoir	45
Coupling nut for pressure hose on pressure reservoir and spring strut	20
Hollow screw for ring fitting of pressure hose on pressure reservoir	43

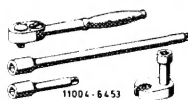
Special tool

Filling funnel with filter



126 589 12 63 00

Box wrench insert open 11 mm 1/4" square
complete with change-over ratchet and 2 extensions
for pressure oil lines



126 589 00 17 00

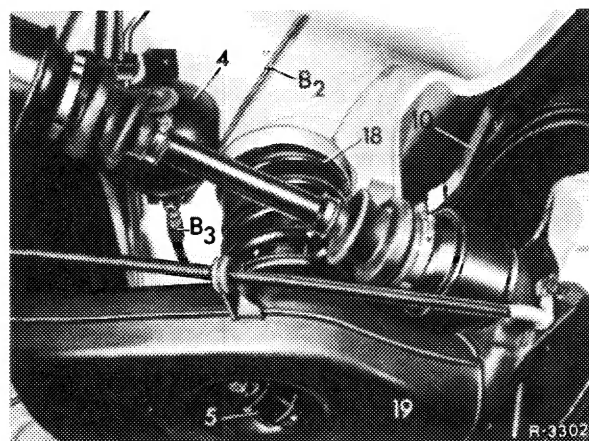
Note

For tightening pressure lines, use open box wrenches, but never normal open end wrenches, to prevent damage to line connections. A special tool has been developed for better access to individual line connections, e.g. on level controller.

Use only solid copper sealing rings of specified dimension for hollow screws and screw connections. Always replace sealing rings on principle.

Removal

- 1 Drain pressure oil system (32–630).
- 2 Disconnect pressure line (B2 and B3) on pressure reservoir (4).

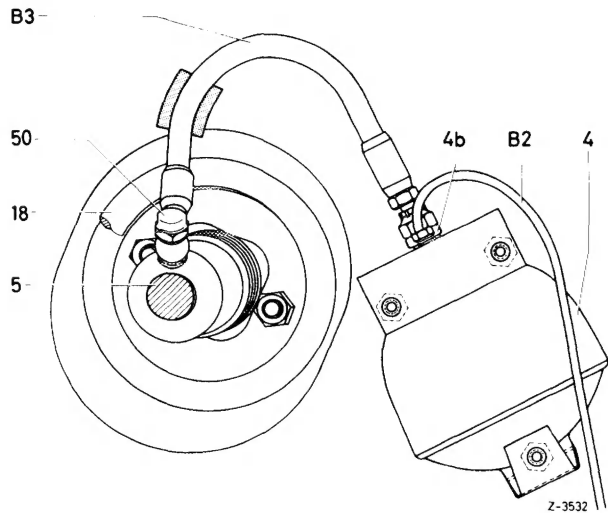


3 Loosen the three hex. bolts for attaching pressure reservoir to frame floor.

4 Close pressure lines and connections of pressure reservoir by suitable plugs.

Layout sedan

- 4 Pressure reservoir
- 4b Connection on pressure reservoir
- 5 Spring strut
- 18 Rear spring
- 50 Connection on spring strut
- B2 Pressure line level controller — pressure reservoir
- B3 Pressure line pressure reservoir — spring strut



Installation

Note: Pressure reservoirs of 1st version (up to May 1978) can be mounted on rear axle during repairs together with pressure reservoirs of 2nd version (starting June 1978). Pressure reservoirs of 2nd version are lighter in weight and smaller (part no. 123 320 00 15).

5 Attach pressure reservoir to frame floor.

6 Connect pressure lines (B2 and B3), making sure that line (B3) designed as pressure hose is not chafing against frame floor.

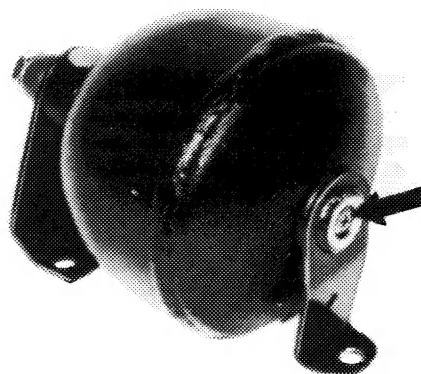
7 Fill pressure oil system and check for leaks (32–630).

Attention!

When scrapping pressure reservoirs, pertinent safety rules must be observed.

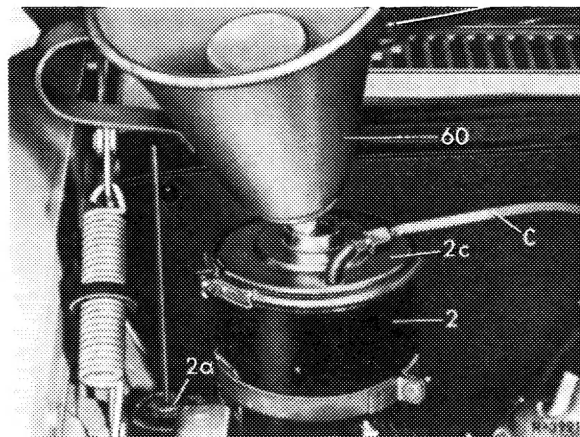
Carefully release pressure reservoirs with gas filling screw (1st to 3rd version) on dome-shaped face, let gas flow out and completely remove screw (arrow).

Pressure reservoirs which have no gas filling screw (4th version starting approx. June 1981) should be drilled carefully on the dome-shaped side with a 3-mm drill until gas flows out. To prevent accidents caused by escaping gas and as a protection against drilling chips, goggles and gloves must be worn for this job. Drill hole with little feed.

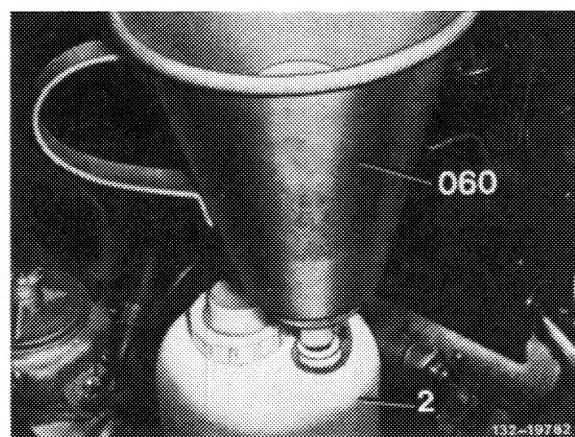


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2 Fill caught oil suitably through filling funnel with filter (60) into oil supply tank (2) in engine compartment.



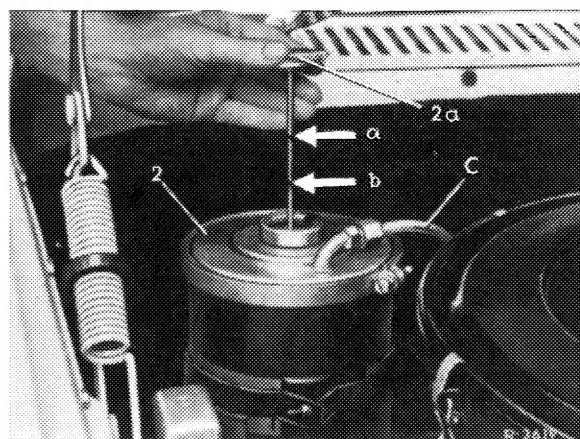
Oil supply tank metal version



Oil supply tank plastic version

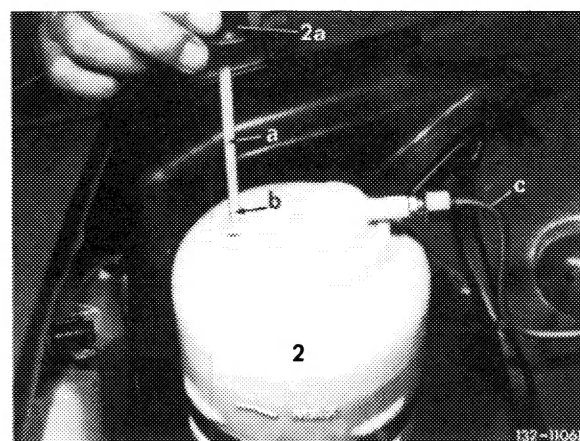
Filling the system

3 Check oil level in supply tank. To fill system with spring struts empty, oil level should be approximately at max. mark (a).



Oil supply tank metal version

- 2 Oil supply tank
- 2a Closing cap with oil dipstick
- a Max. mark
- b Min. mark
- c Return flow line level controller – oil supply tank



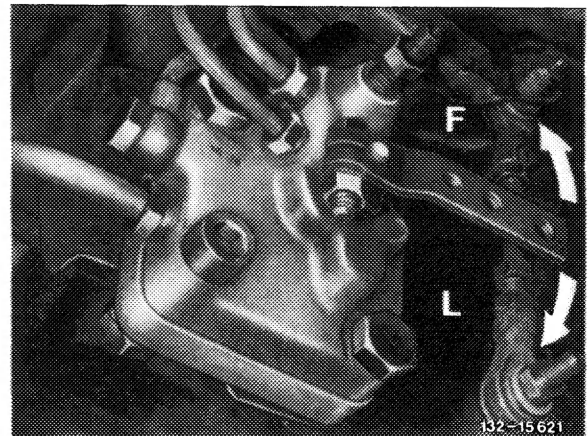
Oil supply tank plastic version

- 2 Oil supply tank
- 2a Closing cap with oil dipstick
- a Max. mark
- b Min. mark
- c Return flow line level controller – oil supply tank

4 Run engine for approx. 1 minute at medium speed. While filling up, load vehicle rear in trunk with approx. 150 kg or hold down so that level controller can be set to "filling".

Note: The system can also be filled with connecting rod disconnected on lever of level controller in position "F" (filling). For this purpose, run engine at medium speed for approx. 30 seconds. Then mount connecting rod again.

F = Filling position
L = Emptying position



5 Check oil level in oil supply tank with engine stopped and correct, if required. In operational system in ready-for-driving condition the oil level should be between the "max." and "min." marks. On **fully loaded** vehicle the oil level is therefore at "min." mark.

Attention!

Use specified hydraulic oil grades only.